

SIGNAL NO. 3011

SIGNAL NO. 5011																FLASH
INTERVAL SIGNAL NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	FLASH
	1	G ^①	R ^①	R	R	R	R	R	R	G	G	G	R	R	R	Y
	2	G ^①	R ^①	R	R	R	R ^{-G}	R ^③	R ^③	G ^{-G}	G ^{-G}	G	R	R	R	Y
	3	G ^②	R ^②	R	R	R	R	R	R	R	R	R	G	G	G	Y
	4	G ^②	R ^②	R	R	R	R ^{-G}	R ^④	R ^④	R	R	R	G ^{-G}	G ^{-G}	G	Y
	5	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R
	6, 7, 8	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
PHASE	02+06	ALL RED	04	ALL RED	01+05	ALL RED	01+06	ALL RED	02+05	ALL RED	02+05	ALL RED	02+05	ALL RED	02+05	ALL RED

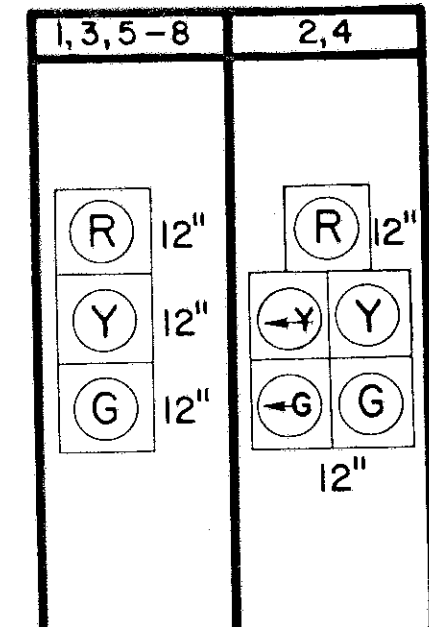
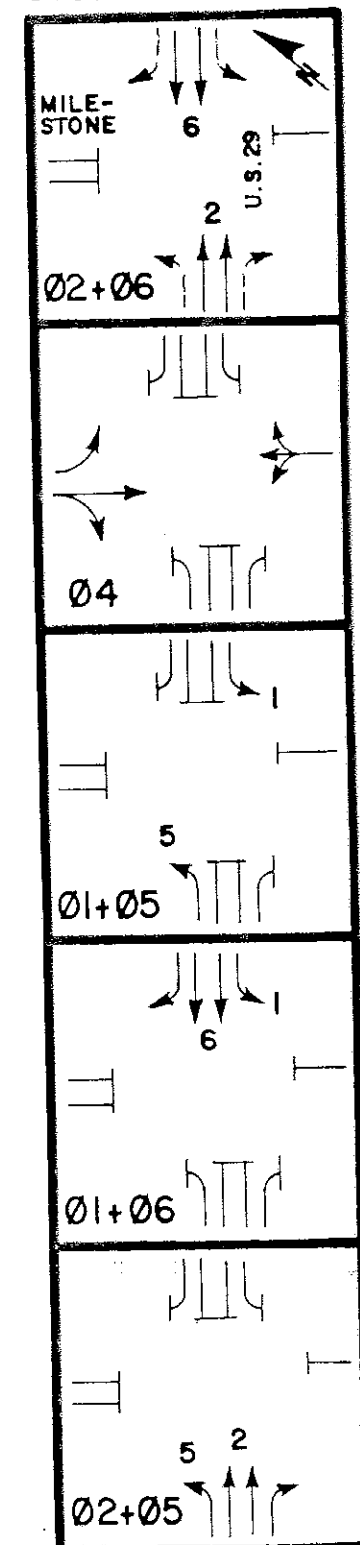
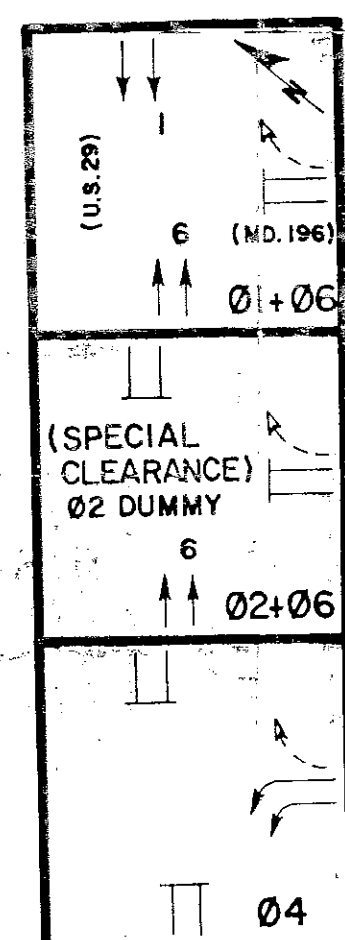
NOTES:

- ① IF (01+06) IS NEXT, SIGNAL HEADS 1 & 2 WILL STAY G
- ② IF (02+05) IS NEXT, SIGNAL HEADS 3 & 4 WILL STAY G
- ③ IF (01+06) IS NEXT, SIGNAL HEAD 2 WILL BE $\overset{R}{\leftarrow} G$
- ④ IF (02+05) IS NEXT, SIGNAL HEAD 4 WILL BE $\overset{R}{\leftarrow} G$

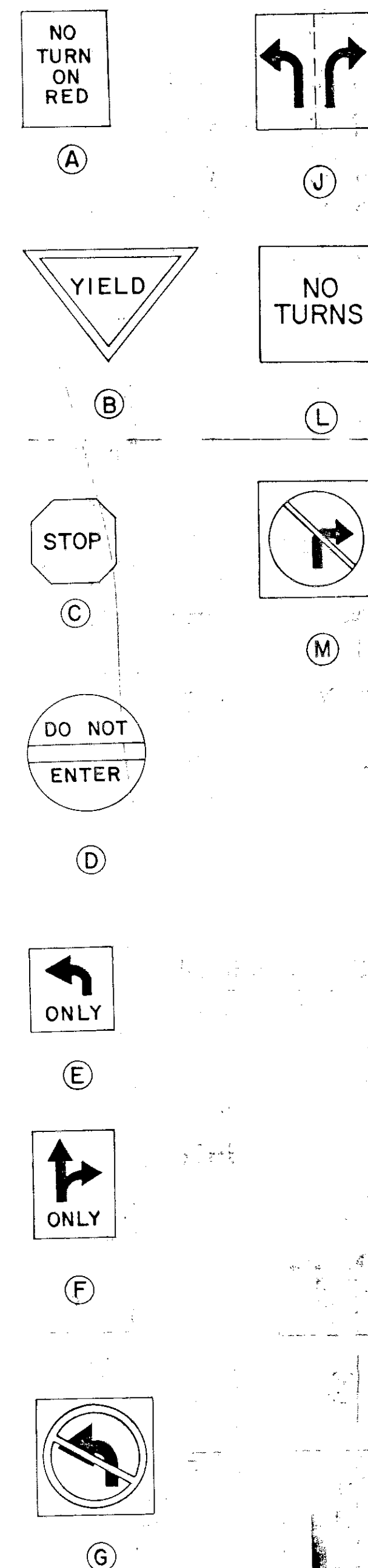
SIGNAL NO. 3075

INTERVAL SIGNAL NO.	1	2	3	4	5	6	7	8	9	FLASH
13	G	Y	R	R	R	R	R	R	R	Y
14	G	Y	R	R	R	R	R	R	R	Y
9	G	G	G	G	Y	R	R	R	R	Y
10	G	G	G	G	Y	R	R	R	R	Y
11	R	R	R	R	R	R	G	Y	R	R
12	R	R	R	R	R	R	G	Y	R	R
PHASE	02	ALL RED		03	ALL RED		04	ALL RED		

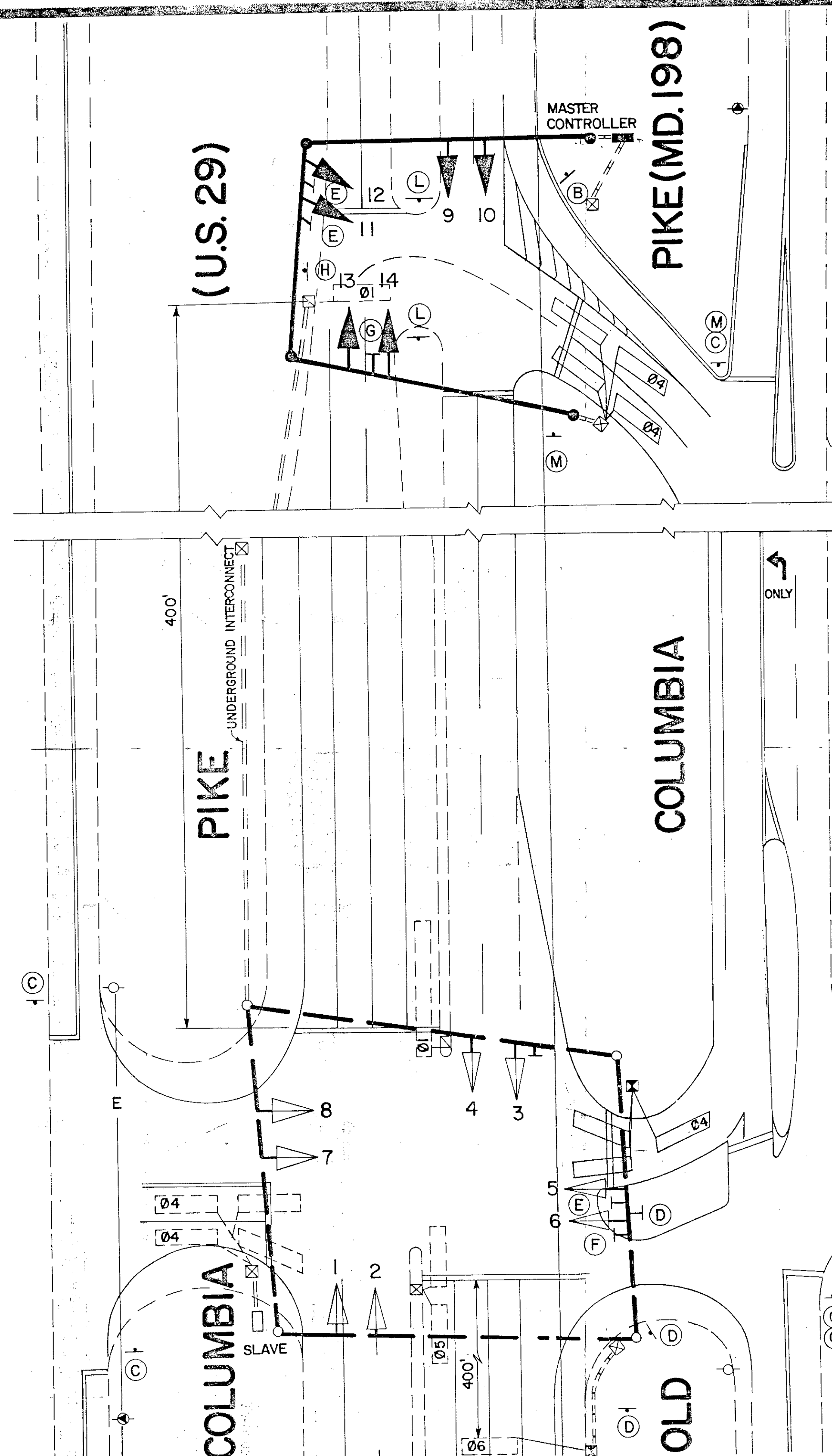
SIGNAL NO. 3078



SIGNING SCHEDULE



WILLIAM



GENERAL NOTES

1. SIGNAL POLE LOCATIONS ARE SUBJECT TO ADJUSTMENT BY ENGINEER IN FIELD TO OBTAIN PROPER OVERHEAD & UNDERGROUND CLEARANCES.
2. SIGNAL HEADS SHALL BE ALIGNED BY ENGINEER IN FIELD TO OBTAIN PROPER SPACINGS.
3. ALL LOOP DETECTORS TO BE 6' x 22' UNLESS NOTED OTHERWISE.
4. GEOMETRICS PER MARYLAND STATE HIGHWAY ADMINISTRATION.

SCALE: 1" = 30'

LEGEND

- CONDUIT (UNDERGROUND)

== EXISTING
 == PROPOSED

CONTROLLER CABINETS

POLE MOUNTED

○ EXISTING
 ○ PROPOSED

BASE MOUNTED

== EXISTING
 == PROPOSED

DETECTORS

○ LOOP
 ○ PROPOSED

PRESSURE SENSITIVE

○ EXISTING

MAGNETIC

== EXISTING
 == PROPOSED

SONIC

○ EXISTING

RADAR

○ EXISTING

PEDESTRIAN PUSH BUTTON

○ EXISTING
 ○ PROPOSED

SPICE BOX

○ EXISTING
 ○ PROPOSED

INTERCONNECTION CABLE

OVERHEAD

== EXISTING
 == PROPOSED

UNDERGROUND

== EXISTING
 == PROPOSED

POLES

SIGNAL (PEDESTAL TYPE)

○ EXISTING
 ○ PROPOSED

SIGNAL (STRAIN TYPE)

○ EXISTING
 ○ PROPOSED

SIGNAL (MAST ARM TYPE)

○ EXISTING
 ○ PROPOSED

UTILITY

○ ELECTRIC
 ○ ELECTRIC (SERVICE)
 ○ TELEPHONE

PULL BOX

○ EXISTING
 ○ PROPOSED

SIGNAL HEADS

CONVENTIONAL

○ EXISTING
 ○ PROPOSED

W/TUNNEL VISOR

○ EXISTING
 ○ PROPOSED

W/BACK PLATE

○ EXISTING
 ○ PROPOSED

OPTICAL LIMITING

○ EXISTING
 ○ PROPOSED

PEDESTRIAN

○ EXISTING
 ○ PROPOSED

SPAN WIRE

== EXISTING
 == PROPOSED

REVISION	BY	APP'D	DATE	DESIGNED BY	P.C.B.	DATE
STATE REDESIGN	P.C.B.	PCR	10-14-82	DRAWN BY	T.E.L.	DATE 6-22-8
				CHECKED BY	J. CR	DATE 10-21-82
				DRAWING NO.	E-81-057	
				RECOMMENDED BY	John W. Shuman	8/27/81
					CHIEF, TRAFFIC OPERATIONS SECTION	
				REVIEWED BY	W. J. H. H. H.	10/13/81
					ASSISTANT CHIEF	
					DIVISION OF TRAFFIC ENGINEERING	
				APPROVED BY	Ronald C. Walker	10/15/81
					CHIEF, DIVISION OF TRAFFIC ENGINEERING	

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

SIGNAL MODIFICATION
COLUMBIA PIKE (US 29), NORTH SPUR
SIGNAL NO. 3078
COLUMBIA PIKE (US 29)—MILESTONE DRIVE—
STEWART LANE
SIGNAL NO. 3011 TS 3647A

Log mile # 15002905.11

F# 30